

# SUMMARY

Prepared by Melinda Dower  
On Wednesday, July 06, 2005



## Diesel Initiatives Workgroup Meeting

**Held June 29, 2005**  
**War Memorial, Trenton**  
**Meeting called by: NJDEP**  
**Facilitator: Melinda Dower**

**Attendees:** [See Attendee List]

**Materials:** [Handout List]

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### Introduction/Announcements

All members introduced themselves. Workshop ground rules were summarized and available for members.

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### Overview

Members were given a description of the workgroup process: how many meetings we could expect to have in time to draft recommendations by Sept 30, 2005, whether there was a need for subgroups, how much data-gathering members were expected to do, etc. Members were asked for reactions to the presentations, but many felt that they did not have sufficient information on the relative contribution of various diesel sources to the PM<sub>2.5</sub> and NO<sub>x</sub> inventories. There was some information exchange by members about sources of data. Leader also summarized recently passed diesel legislation and which categories of diesel vehicles were affected.

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### General Discussion

#### **The following issues were mentioned (these were not formal discussions or conclusions):**

- ◆ Workgroup should focus on largest sources
- ◆ Are exposure areas known? Generally yes, specifically no. Workgroup can make recommendations where necessary. Has DEP defined localized areas? No, could be a city, port, corridor or construction project.
- ◆ Workgroup can identify industries not now covered by existing regulations—these industries can be the topic of voluntary or regulatory approaches.
- ◆ DEP is pre-empted from regulating planes, but ground support equipment can be regulated.
- ◆ Does DEP want recommendations on selection criteria for strategies in SIP beyond cost-effectiveness and lbs of reduction? Yes, especially if strategies affect local/urban areas.
- ◆ Are we considering PM emissions from nonroad vs. onroad sources? Yes.
- ◆ Onroad diesel vehicles use 800 million gallons of fuel, nonroad use 100 million gallons (dirtier fuel).
- ◆ Are there categories of diesel vehicles that were not targeted in the legislation that this group might be able to address? Yes. An earlier version of the legislation had contemplated targeting long haul trucks that spent >75% of time in NJ, but that target was deleted from the final version of the legislation. This group can recommend that the long haul trucks be targeted, but NJDEP would need to seek legislative authority in order to implement.
- ◆ We should add operators of equipment to discussion to know what works and what doesn't.
- ◆ We should develop incentives to retire dirty vehicles.
- ◆ Can this workgroup provide approval/recommendation for LNG vehicles like the pilot in Burlington County with garbage trucks? New diesel law will allow for Best Available Retrofit Technology, which will be established by rule. Liquid Natural Gas vehicles would probably fit within these criteria and thus could be

considered a strategy.

- ◆ NJ will need reductions on the order of 20-50% in diesel emissions to meet PM and Nox standards, while other types of sources reduce 90-99%.
- ◆ Group needs to define goals and decide how to value Nox reductions vs. PM reductions to make recommendations.
- ◆ What kinds of strategies should the group be considering? Fuel strategies, idling strategies, corridor approaches (e.g., all I-95 corridor construction projects need a 30% PM reduction), leveraging the contracting process, leveraging existing regulatory authority, etc.
- ◆ Should HDDV inspections be extended to medium and light duty vehicles? Good strategy to explore.
- ◆ The group should consider "public education" as a possible strategy.

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**Topic 1:** The group needs data on percent contributions of various diesel sources to both PM and Nox inventories.

**Discussion:** In order for the group to make meaningful recommendations on which strategies get the most bang for the buck, this data needs to be understood. It will also be helpful to have as much data as possible on cost-effectiveness and other criteria. It would also be helpful to have a list of any existing strategies and what amount of reductions are associated with them (idling, retrofits, etc.)

**Conclusion:** Much of this data is available, at least in draft form, and can be supplied to the workgroup via email or other means.

**Action Items/Person(s) responsible/Deadline:** Peg will work with Tony Iavarone, John Gorgol, Jim Koroniades to identify which data is available, then email it to the workgroup by July 8. All members are invited to supply additional data to workgroup at any time.

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**Topic 2:** How was the inventory developed and what are the criteria for measures to be included in the SIP?

**Discussion:**

- ◆ Do retrofit strategies have to be verified by EPA/CARB in order to be considered a SIP strategy? Typically SIP strategies must be permanent, quantifiable, enforceable and surplus, but EPA recently released guidance for incorporating voluntary measures into a SIP which may contain different criteria.
- ◆ What sources of information were used to calculate the nonroad inventory? EPA non-road model combined with federal census bureau's estimates of number of non-road vehicles in NJ.
- ◆ Does EPA's Mobile 6 model account for increases in truck traffic projected for NJ? Different planning associations have different estimates of increases. Metropolitan Planning Organizations throughout NJ provide estimates to NJDOT which account for growth.
- ◆ How will diesel law be reflected in new SIP? Projections are that 500 tons of PM 2.5 will be reduced annually, and possibly some Nox.
- ◆ How long does a SIP last? It ranges depending on the needs of the agency, typically 1-2 years.
- ◆ Is existing air inventory made up of primary sources of particles or secondary sources? Primary
- ◆ Has the increase in light duty diesel trucks and cars been taken into account in inventory or are large numbers falling through loopholes? The current inventories do include increases in different types of vehicles.
- ◆ Given that EPA will be lowering the limit for PM, how much of a reduction will be necessary in order to attain the standard? Not able to answer at this time.

**Action Items/Person(s) responsible/Deadline:** Peg will obtain a copy of the criteria for including voluntary measures in SIPs and provide it to the workgroup by July 8. Peg will also work with DEP staff to obtain better inventory data for the group, as per Topic 1 above.

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**Topic 3:** Should this workgroup be focusing on just PM or can it consider Nox reduction strategies as well?

**Discussion:**

- ◆ Army Corps of Engineers needs to reduce Nox to get projects approved, so would like this workgroup to focus on Nox reduction strategies and not just PM reduction strategies.
- ◆ Can members suggest other products to reduce Nox? Yes.
- ◆ Europe is moving to reduce Nox by 70%, 2 transit trucks reduce 1 ton/year of Nox.

**Action Items/Person(s) responsible/Deadline:** Peg will get better direction from DEP management and respond to group by July 8.

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**Wrap-up**

It was decided to break into 4 subgroups, with members being free to join more than one. Signup sheets were distributed and filled out. Members are welcome to join at any time. A date of Wed., July 27 was set as the next meeting date for 2 workgroups to meet consecutively (probably onroad and nonroad), location to be determined. The other workgroups will be "other mobile sources (ships, trains, planes and associated ground equipment" and stationary diesel sources.

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